

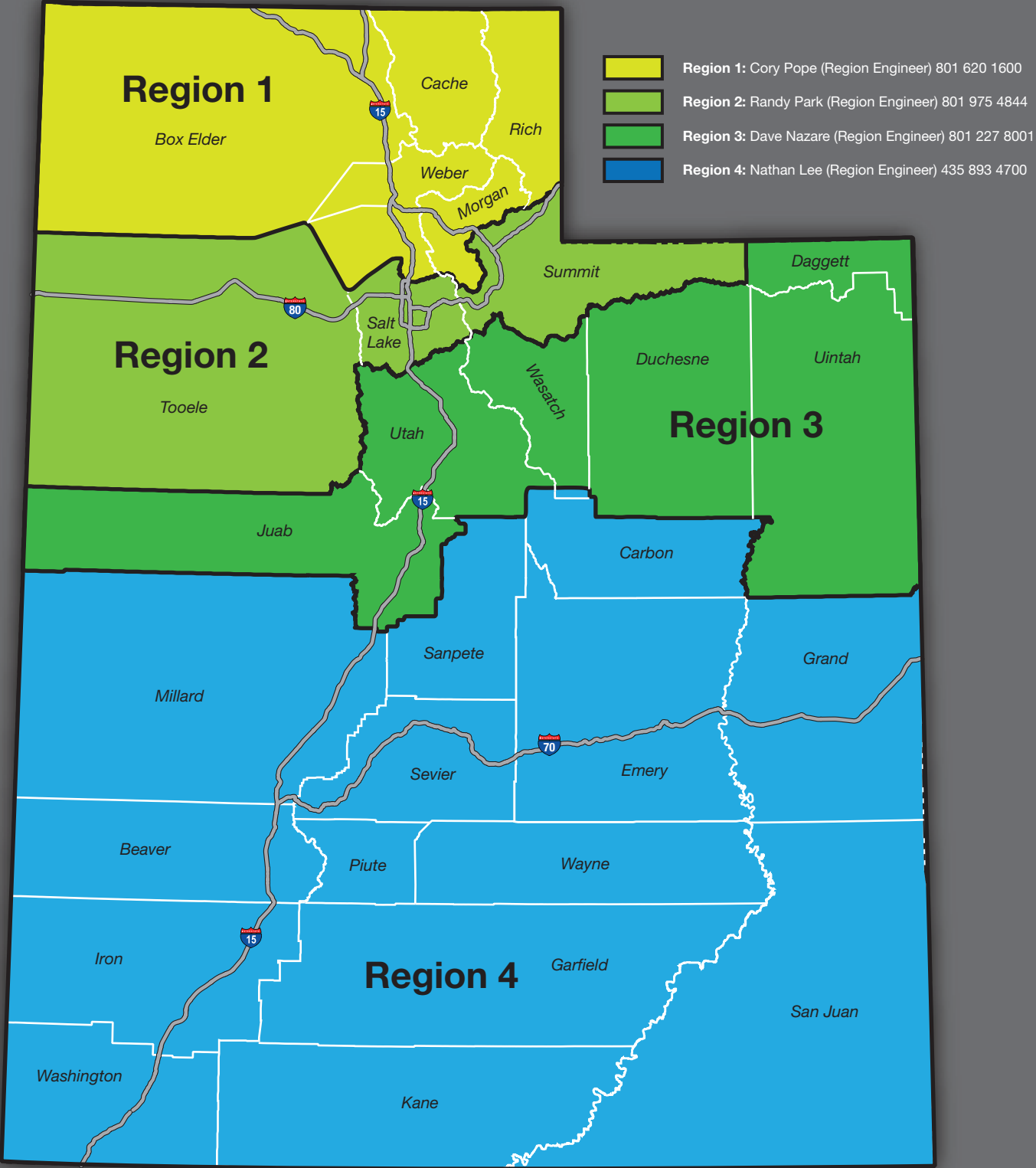
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# 2009 STRATEGIC DIRECTION & Performance Measures

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# UDOT REGIONS



## Utah Department of Transportation

Every day we interact in some way with the Utah transportation system, whether it's through the goods we purchase or services we use, the places we work, the schools our children attend or the recreational areas we visit.

A good transportation system in Utah does the following:

- Allows for efficient movement of goods and services to communities within Utah, across the region and throughout the nation.
- Provides mobility and accessibility for communities.
- Provides opportunities for economic growth.
- Provides opportunities to improve quality of life.
- Provides travel options to reduce congestion and energy consumption.

With the current economic climate, we know that the transportation decisions made today will have an impact on our future. We have many tools at our disposal to help us plan effectively and prioritize properly so that we can address today's challenges and meet the needs of tomorrow.

This document will explore the strategic goals known as the "Final Four," that drive UDOT, and identify areas where additional attention to the transportation system is needed. Additionally, UDOT's goals for 2009 will be explained and the accomplishments of 2008 recognized.

John Njord  
UDOT Executive Director

# The Utah Transportation Commission

## Who Are They? What Do They Do?

Utahns look to the Department of Transportation for leadership in identifying and solving transportation challenges. The Utah Transportation Commission works in partnership with UDOT to provide a quality transportation system for all of Utah.

The commission is comprised of seven members, each representing several counties in Utah with one at-large member. Their roles and responsibilities as defined in Utah Code 72-1-303, include:

- Annually determine priorities and funding levels of projects in the state transportation system based on a prioritization of needs provided by the department.
  - Determine additions and deletions to the state highway system.
  - Hold public hearings and otherwise provide for public input in transportation matters.
  - Make policies and rules under the Rulemaking Act, §63-46a, necessary to perform the Commission's duties.
  - Approve establishment of tollways for new state highways or new capacity lanes under §72-6-118.
  - Advise the department in state transportation systems policy.
- Review administrative rules made, amended or repealed by the department.
  - Approve settlement agreements of condemnation cases.
  - Annually review public transit plans. In addition, one commissioner must serve as a non-voting member of the Board of Trustees for the Utah Transit Authority.
- To find out which commissioner represents your county, visit **[www.udot.utah.gov](http://www.udot.utah.gov)** and go to the Commissioner home page. Each commissioner may be contacted directly or through LeAnn Abegglen, Commission Secretary, at [labegglen@utah.gov](mailto:labegglen@utah.gov).



# The Challenge:

## Meet Utah's Transportation Needs for Today and the Future

- > Utah's population has continued to increase rapidly.
- > In 2008, vehicle miles traveled (VMT) dropped by nearly four percent. However, congestion remains a significant problem as population growth has outpaced expansion of the transportation system.
- > Extreme fluctuations in construction costs have made it more difficult to administer UDOT's construction program.
- > Utah has invested billions of dollars in the transportation system and needs to preserve its investment.

A growing population and a struggling economy have made it a challenge to meet the transportation demands of Utah.



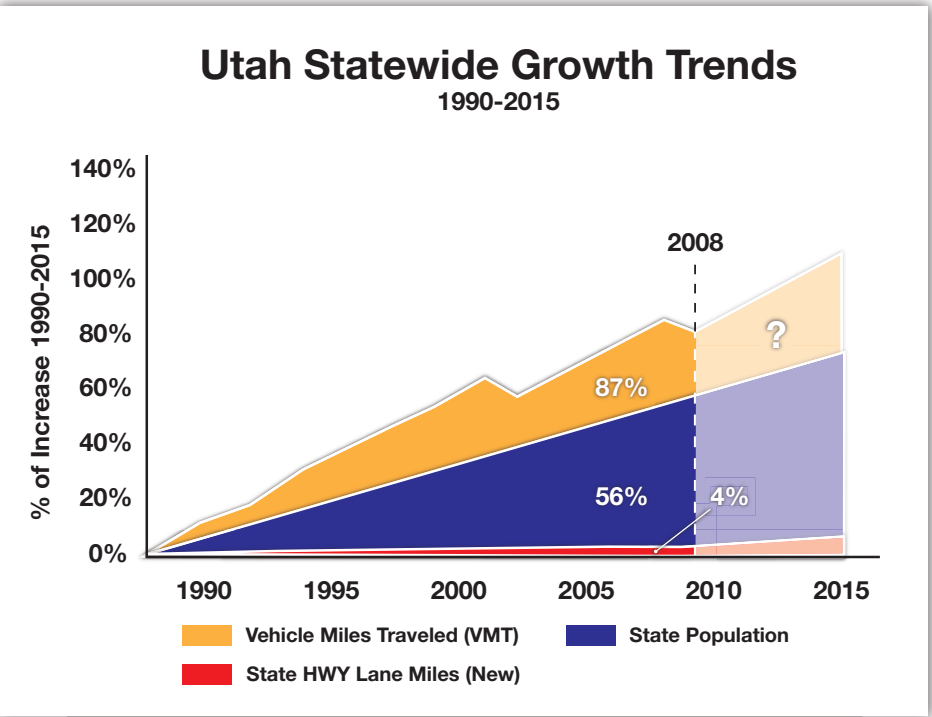
During the construction of Legacy Parkway, communities continued to build and expand. Even with economic troubles, Utah's population increased by 2.5 percent.

**Population**

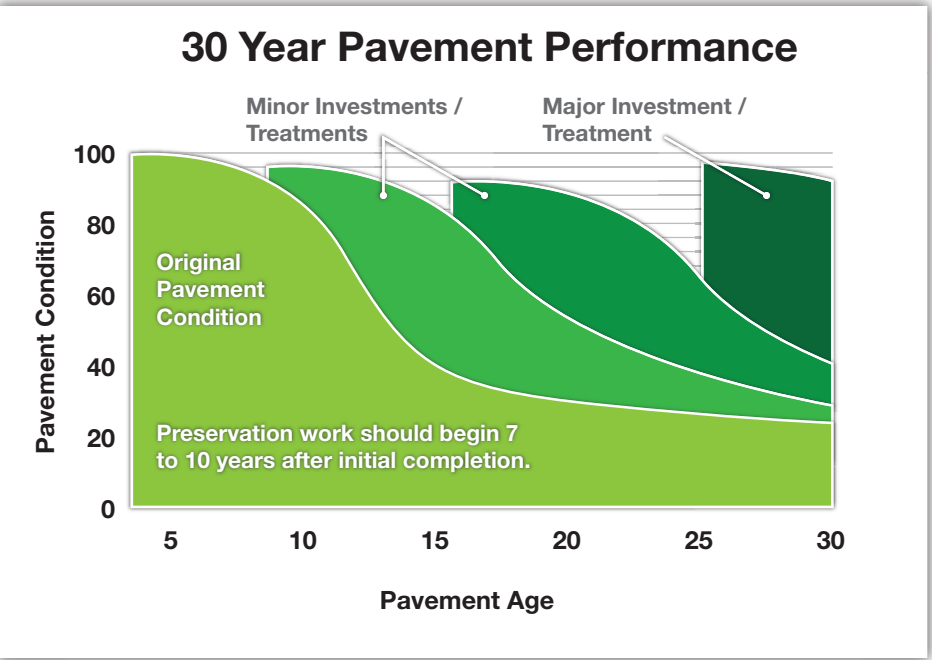
Over the last 18 years, Utah enjoyed tremendous economic prosperity and growth. However, the transportation system has had a difficult time keeping pace. With the recent economic downturn coupled with continued population growth, the challenge to improve and expand Utah's transportation system to meet today's and tomorrow's travel demands has never been greater.

- According to U.S. Census statistics, from July 2007 to July 2008, Utah's population increased by 2.5 percent, ranking Utah first in the nation. Between 1990 and 2007, Utah's population increased by 56 percent.
- The average number of vehicle miles traveled (VMT) declined by four percent in 2008. However, from 1990 to 2007 VMT increased by 87 percent.
- During this same time period, new highway capacity has only increased by a little over four percent.

By 2010, miles traveled will have doubled since 1990, population will have increased by over 60 percent, while added highway capacity will have grown by 4.5 percent.



In 2008, vehicle miles traveled decreased, while Utah's population increased. Although VMT decreased, it is still outpacing the capacity of the state's transportation system.



Proactively applying well-timed treatments to pavements and bridges can actually extend asset life and save significant amounts of money in reconstruction.

**Growth**  
The Governors Office of Planning and Budget projects Utah's population will surpass 3.6 million by 2020 and approximately 4.4 million by 2030. Transportation investments not only help meet today's challenges, but build a solid foundation for continued economic growth and prosperity.

**Preservation Investments**  
UDOT maintains nearly 6,000 miles of roadways across the state, an investment worth tens of billions of dollars. In order to protect that investment, small, well-timed preservation applications keep the transportation system in good condition and cost less to maintain over the long term.

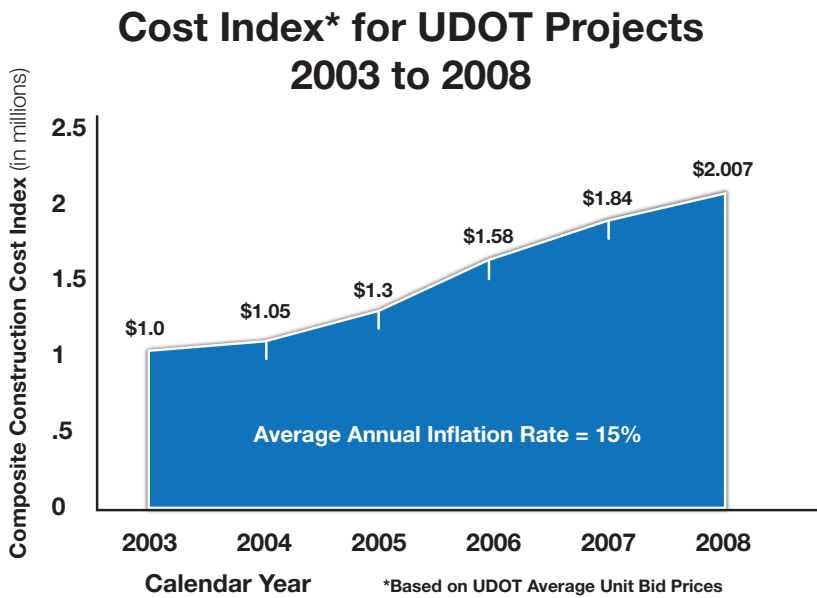


Financing

Over the past five years, construction prices have doubled. In 2008, UDOT experienced prices of some construction materials quadrupling within a six-month period. With the recent downturn of the economy prices have dropped, but it remains uncertain if this trend will continue in 2009 or if the economy will again stabilize.

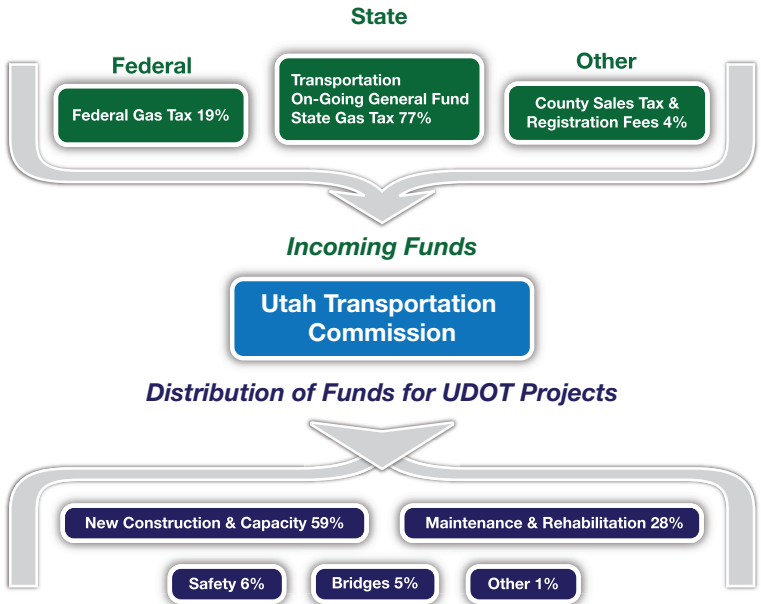
With at least \$16.5 billion in unmet highway needs already planned through 2030, UDOT recognizes that not every transportation need can be funded with projected revenue sources. We will continue to work with legislators to identify the appropriate financial tools necessary and construct projects in short time frames in order to save taxpayer dollars.

*In January 2008, asphalt oil cost UDOT suppliers \$365 a liquid ton. By August, prices soared to \$1,300 a liquid ton. By the end of 2008, asphalt oil had dropped to \$700 a liquid ton.*



The increasing cost of construction materials and fuel are making it difficult to meet the state’s transportation demands. Costs decreased towards the end of 2008, however the difference is not significant enough to offset the previous increases in construction materials and fuel prices.

Available Transportation Program Funding 2008



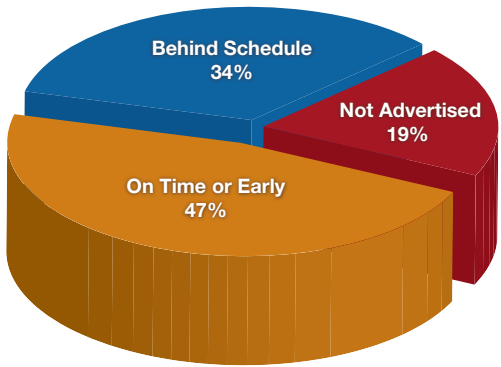
UDOT operates its programs from a combination of Federal, State and local funds. Percentages change from year to year.

Project Advertising and Payment

Funding from the Utah Legislature and gas taxes collected are the primary sources of transportation funding. By investing in transportation infrastructure projects, UDOT is able to help Utah’s economy.

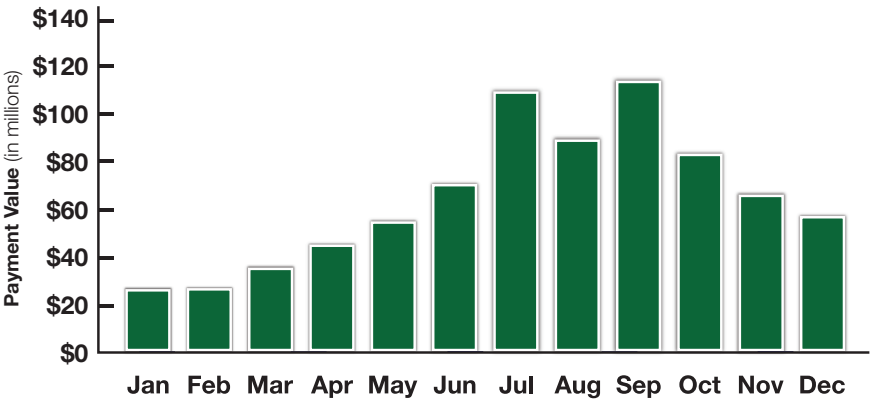
The department’s construction program is divided into two main parts: Preconstruction and Construction.

2008 Project/Studies Advertising Schedule



In order to obtain the best prices for construction, UDOT strives to bid projects in the fall when contractors are completing the current year’s work and have yet to allocate resources and manpower for the upcoming year.

Monthly Contractor Payments



Contractor payments not only cover construction projects, but also cover projects in the design phase and transportation studies.

Preconstruction

Before any asphalt is rolled or any concrete is placed, UDOT has to complete all the necessary roadway design, property and utility agreements and other elements. In 2008, the department advertised 154 projects for contractor bid worth a total of \$1.57 billion. An additional \$405 million—or 19 percent of projects scheduled for contractor bid—were not advertised in 2008 but will be advertised in 2009.

*According to the Federal Highway Administration, for every \$1 billion spent on transportation projects, 29,000 jobs are created.*

Construction

Currently, UDOT has 201 projects or studies under contract worth an estimated \$1.3 billion. Of those projects currently under contract:

- On schedule – 80 percent
- Slightly behind schedule – 9 percent
- Behind schedule – 11 percent

In 2008, UDOT paid contractors more than **\$773 million** and plans to advertise another **149 projects** worth an approximate **\$852 million** in 2009.

# UDOT Final Four Strategic Goals

With the many transportation challenges Utah faces, UDOT implemented a four-pronged strategy to address the respective needs of pavements, bridges and other assets across the state.

## The Final Four Goals:

**1. Take Care of What We Have**

UDOT has a multi-billion dollar asset to maintain and preserve. By focusing on keeping the transportation system in good condition, its serviceable life can be maximized.

If the transportation system is allowed to deteriorate, then it will need to be reconstructed at a significantly higher cost to the taxpayer.

**2. Make the System Work Better**

Managing traffic congestion is an ongoing challenge. By incorporating new technologies, strategies and design features, the performance of the existing system can be optimized.

**3. Improve Safety**

The most important goal of the department is to provide transportation facilities that safely deliver users from one point to another. UDOT is committed to doing all it can to reduce the number of traffic-related fatalities on state roads to zero.

**4. Increase Capacity**

As Utah continues to grow, adding capacity to the transportation system will remain necessary. With every capacity improvement project, UDOT incorporates the “Final Four” goals.

The following pages provide a more in-depth summary of each goal.

# Final Four Strategic Goal: Take Care of What We Have

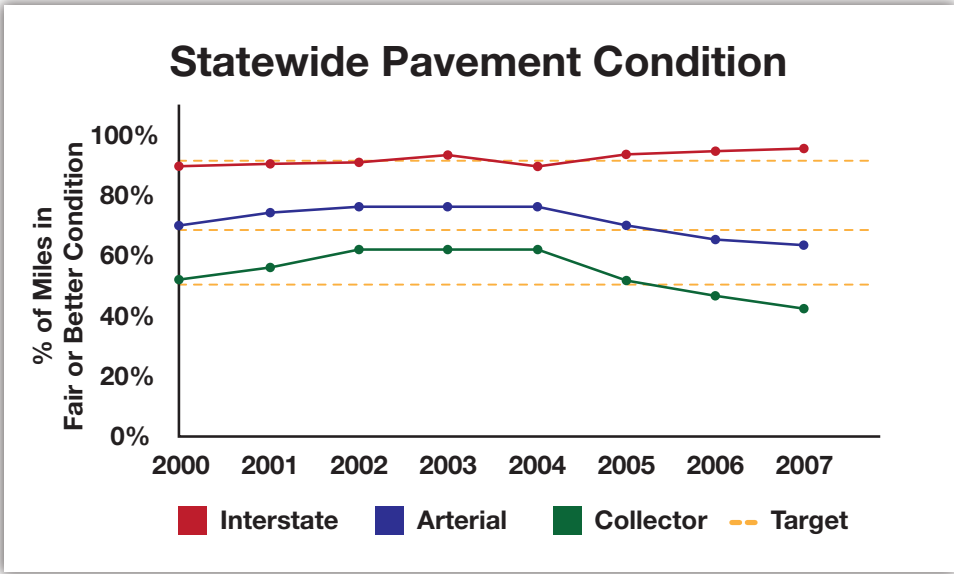
- > UDOT acknowledges that funding is limited, and will seek to be proactive in applying existing funding to address critical preservation and maintenance needs along state highways and bridges.
- > UDOT is evaluating strategies to properly maintain and preserve Utah’s transportation infrastructure.
- > UDOT strives to keep Utah’s roads free of ice and snow during the winter months to ensure the safety of motorists and to keep the roadways healthy.

With a long-term maintenance strategy, UDOT can apply a combination of routine maintenance, preservation, minor and major rehabilitation and reconstruction projects to preserve the transportation system. These strategies will maintain the condition of pavements and bridges while extending the life of each asset.

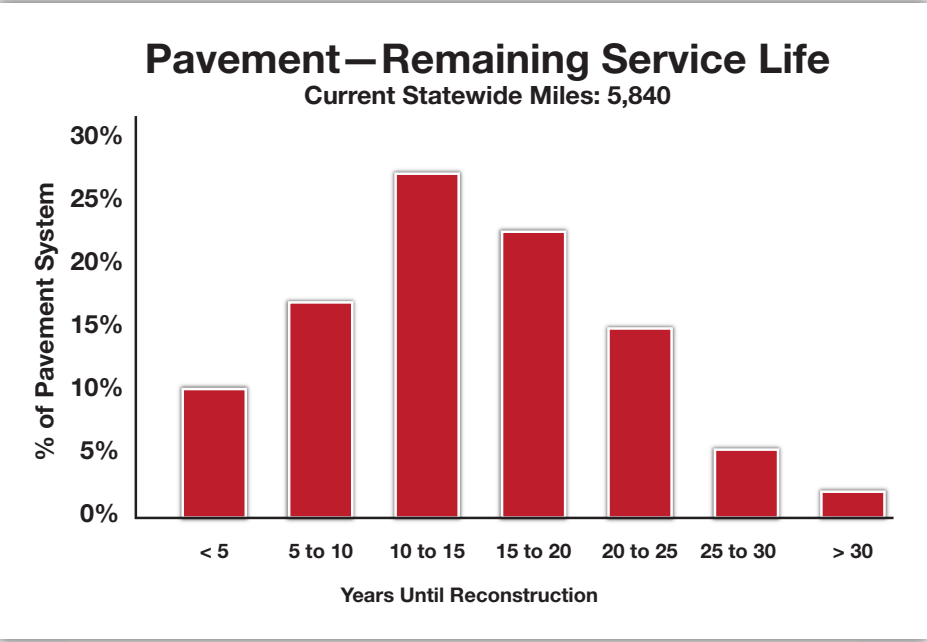
*UDOT and its employees are committed to the philosophy that “Good roads cost less.”*

**Pavement Preservation**

Similar to performing routine maintenance on your vehicle, preventive treatments on roadways extend the serviceable life of the pavement for a minimal investment in comparison to the cost of reconstruction.



*In order to keep pavement in “fair or better” condition, surface treatments need to be applied regularly. UDOT is in the process of reprioritizing its pavement preservation efforts.*



*Concrete is built to last 40 years, assuming timely preservation treatments. Asphalt is built to last 20 years assuming, preservation work is performed along the way.*

> 2008 Accomplishments:  
UDOT maintained 90 percent of interstate pavement, 65 percent of arterial routes and 45 percent of collector road surfaces in fair or better condition.

As part of its preservation and rehabilitation efforts, UDOT spent more than \$110 million in taking care of 447 miles of state roads.



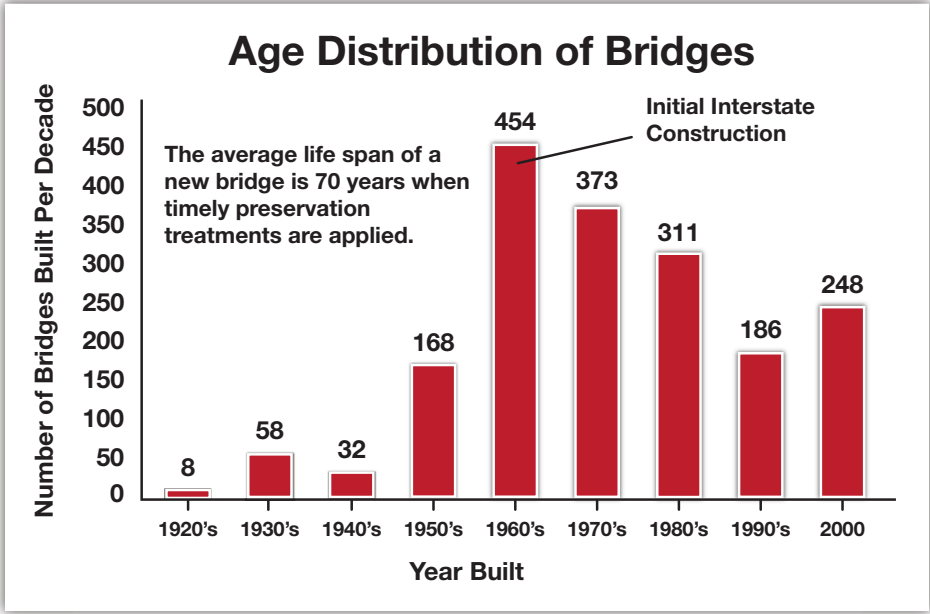
*UDOT’s pavement preservation program focuses on repairing roads before they deteriorate to the point where reconstruction becomes necessary.*

*In 2008, prices of certain construction materials such as fuel and asphalt became extremely volatile, which forced UDOT to reprioritize projects to ensure the highest priority projects had the construction materials they needed to complete the work. Thirty projects were postponed or given additional time to finish.*

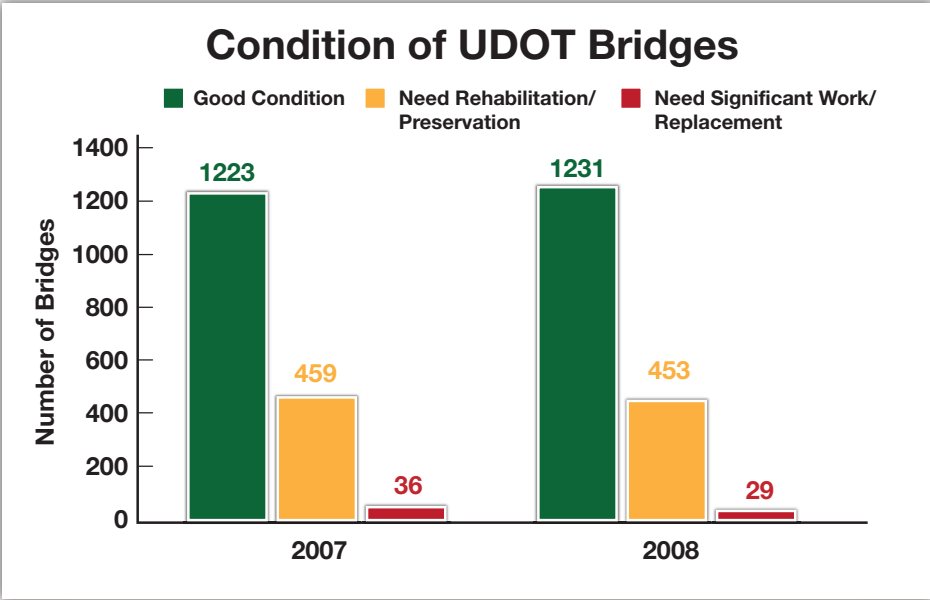


Bridge Preservation

While the bridge system is currently safe, UDOT has a backlog of bridges requiring various forms of treatment to keep them from becoming functionally obsolete or structurally deficient.



Without preservation investments, many of those earlier-built bridges are approaching their expected life spans.



In 2008, UDOT reduced the number of bridges in need of significant work or replacement to 29. In total, 68 bridges were rehabilitated, replaced or had some preservation work done at a cost of \$119.4 million

- Functionally Obsolete:  
Bridge cannot accommodate current traffic volumes and needs to be expanded.
- Structurally Deficient:  
Elements of a bridge require repair or maintenance and if left untreated, could lead to bridge closure.

> 2009 Performance Goal:  
Have no more than ten percent of the bridge system rated in “poor” condition and have action plans in place to repair or replace each bridge when needed.

> 2008 Accomplishments:  
Using a combination of State Bridge Preservation Funds, federal funds and a one-time \$30 million allocation from the Utah Legislature, UDOT accomplished the following work:

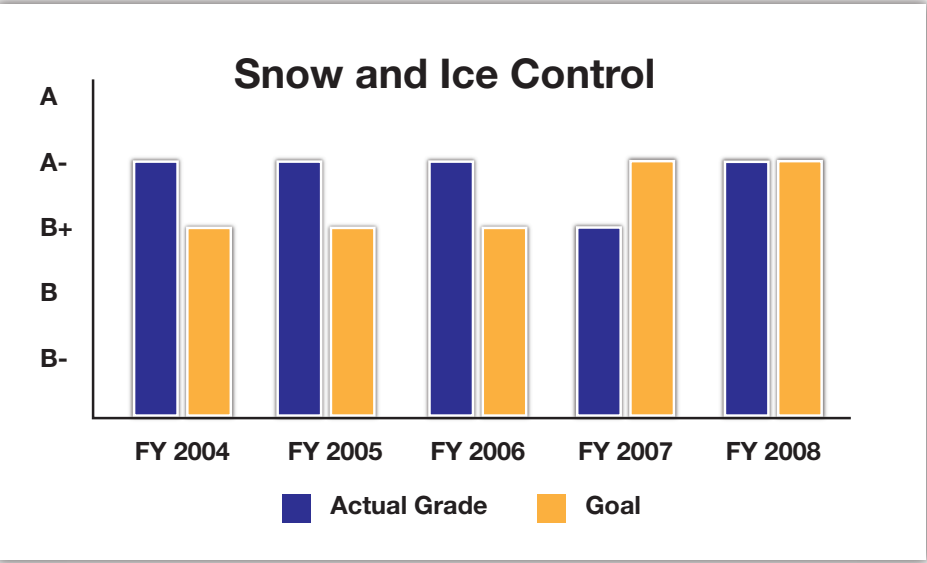
- **I-80:** State Street to 1300 East – Replaced seven bridges using Accelerated Bridge Construction (ABC) methods. Cost: \$54.2 million
- **I-80** East & Lambs Canyons – Replaced bridge decks and other elements using ABC methods. Cost: \$11 million
- **3300 South over I-215 East** – Replaced entire bridge using ABC methods. Cost: \$5.8 million
- **I-80 over Silver Creek** – Replaced bridge deck using pre-fabricated sections and a temporary bridge to keep traffic flowing. Cost: \$3.5 million
- **S.R. 90:** Mouth of Box Elder Canyon – Replaced four bridge girders and part of the bridge at the mouth of Box Elder Canyon. Cost: \$1.3 million

Snow and Ice Control

Clearing snow and ice from Utah’s highways during the rough winter months is a significant challenge. Successful removal is critical to ensuring the safety of motorists during inclement weather and protecting the health of the highways.

UDOT assigns a letter grade to its snow removal efforts.

- “A” represents clear, dry conditions.
- “B” represents occasional snow or ice build-up.
- “C” represents regular build-up of snow and ice.



UDOT exceeded the goal of a B+ grade for several years, and in 2007 raised the bar for snow and ice control.

On average, Utah has about 25 snowstorms each year. It’s important to note that each storm is different in duration, amount of precipitation and temperature. The grade is determined by the condition of the road one hour after a storm subsides.



UDOT snow plows are equipped with all the tools necessary to keep Utah highways clear.

*It costs about \$1 million per storm to remove snow and ice from state highways alone.*

> 2009 Performance Goal:  
UDOT’s target grade for state maintained roads is an A-.

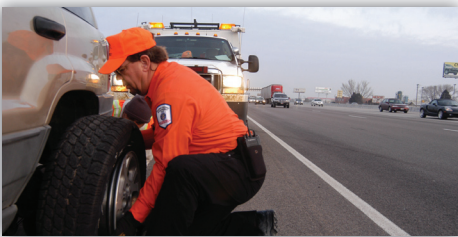
> 2008 Accomplishments:  
The target for 2008 was a B+. UDOT received an A- for the year at a cost of \$26 million.

# Final Four Strategic Goal:

## Make the System Work Better

- > UDOT strives to empower motorists to make good travel decisions by providing them with information that is timely and accurate.
- > UDOT will continue to work with local communities to improve mobility and reduce congestion through traffic signal coordination.
- > UDOT is committed to quickly clearing incidents that slow-down or stop traffic, which makes the roads safer for motorists and helps to maintain the free flow of traffic.
- > UDOT is proactive in its efforts to manage the transportation system through expansion of the Express Lanes system and encouragement of public use of Travel Demand Management tools to maximize system usage.

UDOT will help optimize travel by providing up-to-date travel information, implementing transportation demand management strategies, improving traffic signal coordination installing ramp meters, and providing incident management across Utah.



UDOT IMTs are ready 24 hours a day, seven days a week to assist motorists on Utah's highways.

### Traveler Information

Today's travelers aren't just concerned with getting from Point A to Point B; they also want to know what route or mode will get them to their destinations quickly and efficiently. Providing the public with timely, accurate information will enable them to make better travel decisions, which help reduce delays, prevent crashes and improve air quality.

> 2009 Performance Goal:

- Update Commuterlink Web site quarterly to provide motorists with the latest information regarding road construction, road conditions (weather– related) and incidents on state highways.
- Increase the use of information provided from Commuterlink and 511.

> 2008 Accomplishments:

- Redesigned the Commuterlink Web site to make it more user-friendly and provide travelers access to more travel information through additional cameras and a new PDA application.
- Reengineered the 511 Traveler Information system to be more user-friendly.

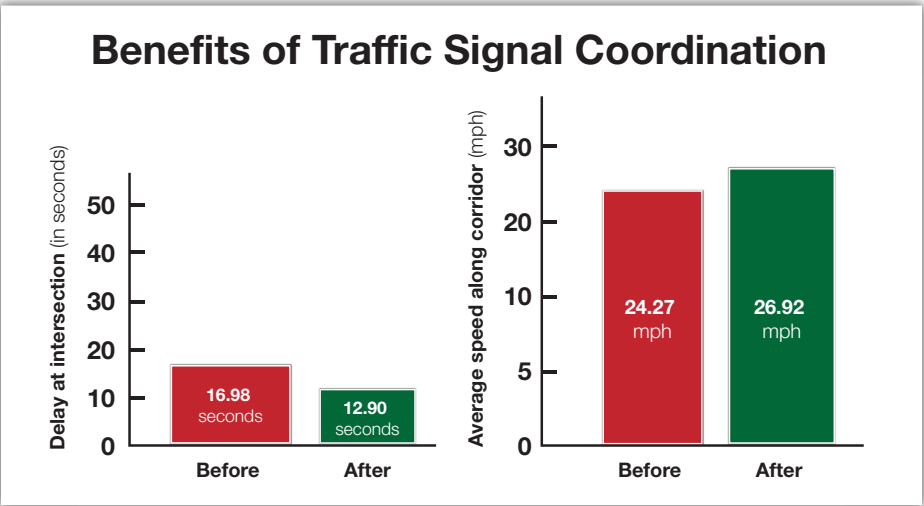
- Added new features to the 511 Traveler Information system, including an introduction message for key transportation warnings across the state.
- Increased calls to 511 Traveler Information by 72 percent between FY07 and FY08.

### Traffic Signal Coordination

UDOT works with local communities to improve traffic flow on state roads within those jurisdictions. By improving signal timing and coordinating signals to stay green though several intersections, congestion is reduced.

> 2008 Accomplishments:

- UDOT optimized signals along 19 separate corridors saving motorists and estimated **836,000 hours** in travel time and **\$18.4 million** in user costs for 2008.



UDOT evaluated five of 19 corridors where traffic signals were coordinated in 2008. On average, intersection delays were reduced by four seconds and corridor speeds increased by nearly three mph.

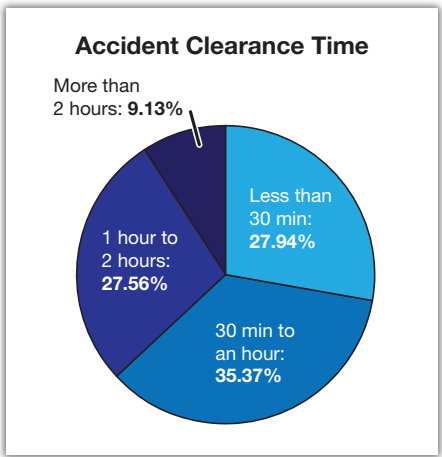
### Incident Management

The flow of traffic can be severely impeded by factors such as crashes, stalled vehicles, litter and other debris on roadways. UDOT's Incident Management Teams (IMT) work closely with Utah Highway Patrol officers and local Emergency Response Teams in clearing roadways and restoring traffic to normal flows.

> 2009 Performance Goals:

UDOT's IMT personnel are committed to clearing incidents within the following time frames:

- Non-injury and minor injury crashes – 30 minutes or less
- Crashes involving serious injury – 60 minutes or less
- Incidents involving fatalities – 2 hours or less



In 2008, UDOT IMTs responded to over 8,000 crashes involving personal injury or property damage. Incident clearance times are based on when an incident is first reported to when the last responder leaves. All lanes are usually re-opened beforehand.

> 2008 Accomplishments:

- IMT crews were on-scene to aid individuals or to provide traffic assistance to Emergency Response Teams an average of **1,838 times per month**.
- IMT crews provided traffic assistance for more than 800 fatal and personal injury incidents, which resulted in saving motorists **1,400 hours** in travel delays per crash and approximately **\$16.5 million** annually in user costs.
- Incident teams helped motorists by providing gasoline, changing tires and helping with other minor repairs at a cost benefit of **\$640,000**.

*For every minute saved in clearing an incident, five minutes of traffic back-up is eliminated.*



Travel Demand Management

Through its new TravelWise program, UDOT is identifying strategies to optimize the existing statewide transportation system. By reducing the travel demand, especially during peak congestion hours, we can help reduce energy consumption and traffic congestion and improve air quality. TravelWise focuses on strategies that encourage travelers to use alternatives to driving alone, including:

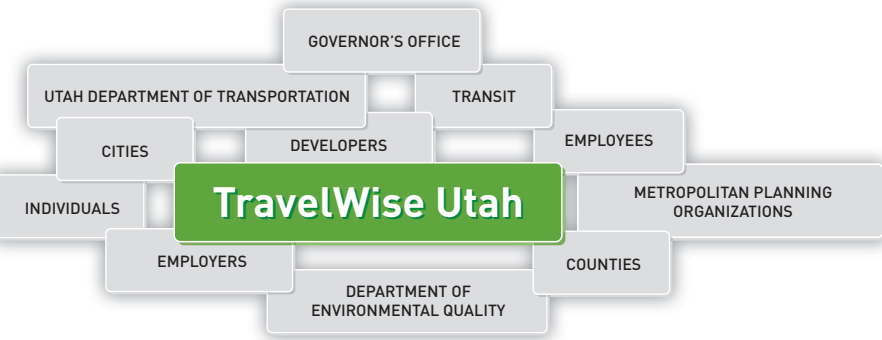
- Public transit
- Ridesharing, vanpooling and carpooling
- Teleworking
- Compressed and flexible workweeks
- Active transportation (biking and walking)



TravelWise efforts, combined with CommuterLink and in cooperation with partner cities and transit agencies, allow the transportation system to be more reliable.

A reliable transportation system ensures that Utah travelers will get to work, to school and to appointments on time.

Additionally, TravelWise has the potential to become a part of decisions that have an influence on the way Utahns travel or the need to travel. The program supports UDOT's responsibility to provide mobility and accessibility to interstate and intrastate travel while sustaining Utah's economic competitiveness and growth in a cost-efficient manner.



*A comprehensive TravelWise program involves government agencies, employers, commuters, individual travelers, transit providers and others.*

> 2009 Performance Goals:

- Promote cost-effective, reliable transportation choices to help reduce traffic congestion.
- Support Gov. Huntsman's goal to improve energy efficiency by 20 percent by 2020.
- Provide transportation resources to promote positive travel habits that help improve air quality.

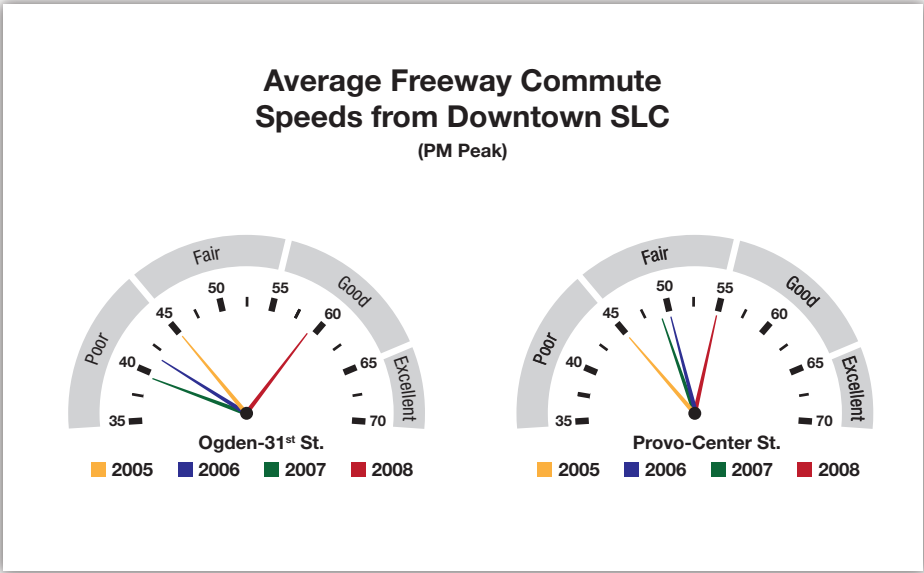
*“Utah has a great opportunity to lead out and address some of our most pressing challenges with proactive solutions. As we work together to implement the TravelWise program, we will increase our energy efficiency, reduce traffic congestion and improve our air quality.”*

*-Gov. Jon M. Huntsman, Jr.*

Mobility

Monitoring average commute speeds on highways is one way to measure how well the system is working. When speeds drop below 55 mph, congestion increases and mobility deteriorates.

*After the Legacy Parkway opened, average p.m. commute speeds from Downtown Salt Lake to Ogden increased from 39 to 59 mph.*



*The ideal speed for “free flow” traffic is 55 Mph or greater. In 2008 with the completion of I-15 NOW, Legacy and the expansion of the Express Lanes in Davis County, motorists traveling north have experienced significant improvements in travel time. Similarly, in Utah County, with the addition of three new Express Lane access points and the installation of ramp meters, travel speeds during commute periods has improved by 5 mph.*

Through a combination of large and small cost improvement projects, UDOT can make the transportation system perform better, which buys additional time before significant investments are needed.



*UDOT added Express Lane on I-15 in Davis County from State Street in Farmington to 200 North in Kaysville. These lanes assist in raising the average commute speed.*

> 2009 Performance Goal:

By fall 2010, UDOT plans to convert the \$50 per month Express Lanes permit system to an electronic payment system using dynamic pricing.

Electronic payment is a more efficient use of the carpool/permit lanes as it allows more drivers to participate on an as-needed basis. Dynamic pricing, which charges more to use the lanes during periods of peak congestion, will ensure that speeds in the Express Lanes do not fall below 45 mph and will motivate motorists to carpool.

> 2008 Accomplishments:

- Express Lanes Expanded to Davis & Weber Counties.
- Addition of three new Express Lane access points on I-15 in Utah County.
- I-15 Ramp Meters from S.R. 92 to University Parkway in Utah County.



# Final Four Strategic Goal: Improve Safety

- > UDOT is committed to helping motorists in getting safely to and from their destinations.
- > UDOT constantly seeks out innovative methods and programs to improve safety and reduce traffic fatalities.
- > UDOT continues to be proactive in working together with other safety organizations to promote motorist and pedestrian safety through various public outreach campaigns.

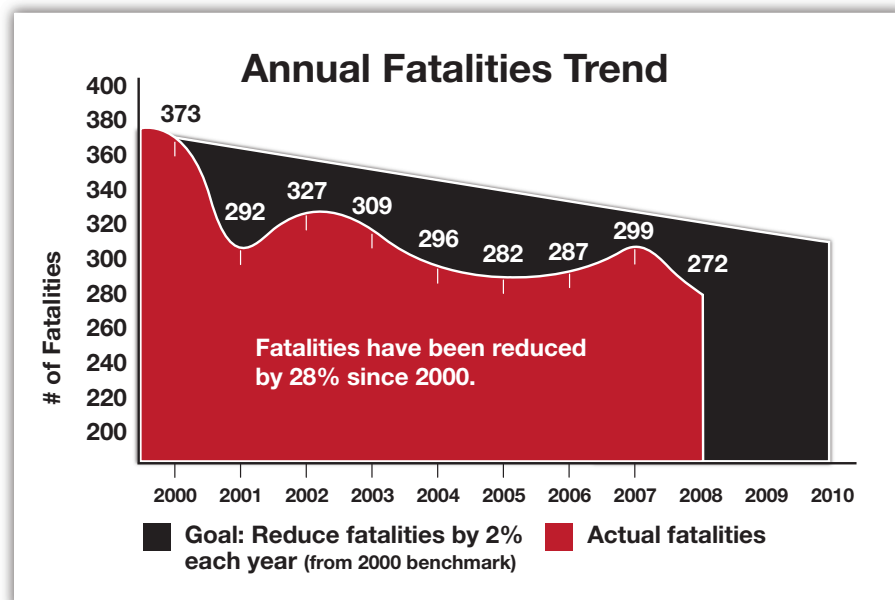
**Utah has several programs geared towards protecting the safety of motorists and pedestrians. These programs aim to increase awareness and help build proper habits when interacting with the transportation system.**



*Zero Fatalities™ headstones represent the number of people killed on Utah's roads each year. This display has been presented at various schools to remind students to drive safely.*

## Reduce the Total Number of Fatalities on State Roads

Another important mission of UDOT is to provide transportation facilities, which help motorists arrive safely from one point to another.



*UDOT's goal is to decrease the number of traffic-related deaths by two percent each year. Over the past seven years, Utah's fatalities have been below the measured goal line.*

## Public Outreach

Public outreach partnerships forged with law enforcement and other safety organizations help educate the public and make Utah a safer place for living, traveling, doing business and enjoying recreation. Notable campaigns include:

- Zero Fatalities™—Promotes safe driving habits
- SNAP—Student Neighborhood Access Program develops and implements safe routes to schools
- Litter Hurts—Encourages the public to secure loads

- > 2009 Performance Goals:
- Continue to increase public awareness of safety issues.
- Forge new partnerships with organizations across the state.

- **> 2008 Accomplishments:**
- **Motor Carriers' Truck Smart** campaign partnered with high school driver education programs to show students what truck drivers see while driving. The campaign also wrapped six trucks, which drove 900,000 miles promoting truck safety to over 5 million motorists.
- **Through the Zero Fatalities program** 52 percent of Utah drivers surveyed said they had been influenced by the program outreach to modify their driving behaviors in the following areas: Drowsy Driving, Distracted Driving, Aggressive Driving, DUI and seat belt use.
- **SNAP** is increasing awareness among educators to improve student walking and biking safety though outreach to local PTAs and school administrations.
- **Litter Hurts** outreach and advertising helped reduce UHP callouts to debris-related crashes by 22 percent in 2008 versus the same period in 2007.

> 2009 Performance Goal:

Reduce Utah highway deaths by two percent each year using methods including:

- Build additional passing lanes at key locations.
- Improve visibility of roadway markings.
- Install additional center-line and shoulder rumble strips on state highways.
- Add cable barriers in areas where feasible.

> 2008 Accomplishments:

- Installed new signal equipment at 28 intersections.
- Upgraded signal equipment at 13 intersections.
- Started construction of five projects to reduce run-off-the-road crashes.
- Installed 49 miles of additional barrier: \$6.1 million.
- Built 135 miles of additional rumble strips: \$700,000.

*Each year, almost 300 people lose their lives as the result of crashes on Utah's highways. With an ultimate goal of zero fatalities, it's important to identify potential safety issues early so that resources can be allocated in the most effective way.*

## Reduce Pedestrian Fatalities

As Utah's population continues to grow, roadways need to be improved to make them more pedestrian friendly.

- Enhance roadway lighting at specific intersections.
- Explore intelligent transportation strategies at specific intersections.
- Build additional sidewalks to improve pedestrian safety.

- Installed 11 pedestrian ramp projects: \$1.4 million.
- Finished 13 safety lighting projects: \$276,000.
- Completed 18 safe sidewalk projects: \$541,000.

> 2009 Performance Goal:

Work with Metropolitan Planning Organizations to incorporate into their planning processes safety criteria which identify and address safety improvements on local roads.

# Final Four Strategic Goal: Increase Capacity

- > With additional funds provided from Gov. Huntsman and the Utah Legislature, UDOT is working hard to improve mobility throughout the state by expanding the transportation system.
- > UDOT will continue to work with Metropolitan Planning Organizations and communities to encourage corridor preservation.

Although miles traveled decreased in 2008, population grew by 2.5 percent. As population increases, it is inevitable that capacity will need to be added to the existing transportation system.



Even with recent improvements such as Legacy Parkway, communities continue to grow.

After the Legacy Parkway opened, average p.m. commute speeds from Downtown Salt Lake to Ogden increased from 39 to 59 mph.

### Adding Lanes

Increasing the capacity of the transportation system, when possible, enables UDOT to address all four elements of the “Final Four” at the same time by:

- Addressing safety concerns
- Improving pavement conditions
- Improving bridges, when included in a project
- Installing traffic management technologies to enhance traffic flow
- Providing additional connectivity and mobility to the system

> 2009 Performance Goal:  
Complete construction on capacity projects which either began in 2008 or will begin in early 2009 and will continue through the year. Some of these projects are listed below:

- I-80 from State Street to 1300 East
- 3500 South from Bangerter Highway to 2700 West
- U.S. 191 over the Colorado River in Moab
- 400 South in Springville (S.R.-77)

> 2008 Accomplishments:  
UDOT completed a number of capacity projects in 2008, some of which include:

- Legacy Parkway: \$685 million
- Region One: I-15 NOW in Weber County: \$260 million
- Region Two: U.S. 89, 9000 South to 10600 South: \$105 million
- Region Three: 800 North, 400 W to 1000 E in Orem: \$63 million
- Region Four: U.S. 89 from Manti to Ephraim: \$5.5 million

### Corridor Preservation

UDOT works with Metropolitan Planning Organizations (MPOs) to identify long-term improvements and new facilities for Utah’s transportation system. Once new corridors of major significance are identified and the proper approvals obtained, funds from either UDOT’s Corridor Preservation Fund or Local Corridor Preservation Fund can be used to purchase parcels of land in an effort to preserve a future transportation corridor. Local municipalities can also set aside land for future transportation routes though zoning changes and working directly with land developers.

Every \$1 spent now on corridor preservation can save \$4 to \$20 in the future.

> 2009 Performance Goal:  
Engage metropolitan planning organizations, cities, and counties in solidifying corridors and begin using funds now.

> 2008 Accomplishments:

- The Salt Lake County East-West study team identified 21 potential improvements for transportation on the west side of the Salt Lake Valley.
- The Davis Weber East-West Transportation Study developed a transportation network that identified potential improvements to balance the needs of east-west and north-south travel.
- Pioneer Crossing, a five-lane arterial, was planned using land set aside by Lehi City for the purpose of improving east-west connectivity for the area.
- UDOT used \$16.3 million in preservation funds to purchase land to be used for future transportation projects.



Preserving land for future transportation routes, such as the Pioneer Crossing project, which will be under construction in 2009, saves taxpayer dollars.

### Choke Points

Alleviating traffic congestion at critical locations now improves the mobility of the system. UDOT’s choke point program does the following:

- Identifies critical need areas annually
- Allocates funds to prioritized locations
- Designs and builds projects typically within one fiscal year

> 2009 Performance Goal:  
UDOT plans to complete 12 choke point projects in 2009

> 2008 Accomplishments:

- **S.R. 30:** Passing lane between S.R. 23 in Cache County and S.R. 37 in Box Elder County: \$18.1 million
- **I-80:** Kimball Junction to Silver Creek Junction: \$9.8 million
- **I-15:** 9000 South to 10600 South: \$17 million
- **700 East:** 9000 South to Carnation: \$17.7 million
- **U.S. 89:** Passing lanes in Kane County
- **U.S. 40:** UDOT added several miles of passing lanes between Duchesne and Vernal

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**2009 STRATEGIC DIRECTION**  
& Performance Measures

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